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Steering Committee of the Transport, Health and Environment Pan-European Programme

Fifteenth session
Geneva, 6–8 November 2017

Report of the Steering Committee of the Transport, Health and Environment Pan-European Programme on its fifteenth session and Report of the thirty-second meeting of the Bureau

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I. Introduction

1. The Steering Committee of the Transport, Health and Environment Pan-European Programme (THE PEP) held its fifteenth session from 6 to 8 November 2017 in Geneva, Switzerland.

A. Attendance

2. Delegations from 22 member States of the United Nations Economic Commission for Europe (UNECE) and the World Health Organization Regional Office for Europe (WHO/Europe) attended the meeting: Armenia, Austria, Azerbaijan, Belarus, Bosnia and Herzegovina, Croatia, France, Georgia, Germany, Kazakhstan, Kyrgyzstan, Lithuania, Malta, Monaco, Norway, Republic of Moldova, Russian Federation, Serbia, Switzerland, Tajikistan, the former Yugoslav Republic of Macedonia and Ukraine.

3. From the United Nations system, representatives of the United Nations Environment Programme (UNEP) Regional Office for Europe, the International Labour Organization (ILO) and the World Health Organization (WHO) were present.

4. In addition, representatives of the following national, regional and international organizations and bodies, the private sector, civil society associations and academia participated: European Cyclists Federation; European Environment and Health Youth Coalition; International Cycling Union; Polis; Public Transport Authority of Bologna; Republic and Canton of Geneva; Swiss Federal Railways; University College London; and World Health Communication Associates.

B. Opening of the session and organizational matters

5. Senior managers of ECE and WHO welcomed the participants.

6. In his opening address, the Deputy Executive Secretary of ECE praised THE PEP for the cooperation of the three sectors. He added that THE PEP should not hesitate to involve other sectors as required, for instance the Housing and Land Management Committee for working on THE PEP Priority Goal 5 (to integrate transport, health and environmental objectives into urban and spatial planning policies).[1] He stressed that the work under THE PEP also contributed to implementing the 2030 Agenda for Sustainable Development and ECE were ready to support member States in their implementation of the 2030 Agenda. He also welcomed the decision by the Steering Committee to align THE PEP to the 2030 Agenda and looked forward to seeing the results of the work at the Fifth High-level Meeting. In addition, he thanked Austria for hosting the High-level Meeting in 2019.

7. The Director of the WHO Department of Public Health, Environmental and Social Determinants of Health stressed the stronger worldwide awareness of the effects of climate change and air pollution. She also mentioned that economic growth could be combined with measures to protect the environment and health, and that promoting a sustainable transport system could have a positive impact on the economy. As such, transport could make an important contribution to protecting the environment and health. As one of the pillars of THE PEP, transport could contribute to the implementation of THE PEP Goals

[1] At the Third High-level Meeting on Transport, Health and Environment (Amsterdam, 22–23 January 2009), Governments agreed four Priority Goals to be reached by 2014 and concrete mechanisms to achieve them (see ECE/AC.21/2009/2–EUR/09/5086385/2, annex I). At the Fourth High-level Meeting (Paris, 14–16 April 2014), Priority Goal 5 was added.

not only at the national level, but also at regional and city level, where important environment and health concerns related to air pollution and emissions of greenhouse gas could be effectively addressed through healthy and sustainable transport policies.

8. The outgoing Chair, Mr. I. Salaru of the National Centre for Public Health (Republic of Moldova), welcomed participants and recalled the main objectives of the session. He thanked THE PEP Steering Committee and the Bureau for permanent support during his chairmanship.

9. The Steering Committee adopted the agenda for the meeting, as prepared by the secretariat in consultation with the Bureau of the Steering Committee (ECE/AC.21/SC/2017/1-EUPCR1612201/4.4/SC15/1).[2]

10. The Committee elected Mr. V. Donchenko of the Scientific and Research Institute of Motor Transport (Russian Federation) as Chair, representing the transport sector. The Committee expressed its gratitude to the outgoing Chair for his work.

11. The Committee elected Mr. R. Thaler of the Federal Ministry of Agriculture, Forestry, Environment and Water Management (Austria) representing the environment sector, as Vice-Chair, provisionally designating him as in-coming Chair for the Steering Committee's sixteenth session. In accordance with the amendment to the rules of procedure adopted at the eleventh session, Mr. I. Salaru was elected as Vice-Chair for the present session.

12. The Committee discussed the composition of the Bureau and took note that Mr. F. André (Belgium) had informed the secretariat that he could not continue to be a Bureau member. The Chair and the Steering Committee expressed their gratitude to Mr. André for his support as Bureau member in recent years.

13. The Committee confirmed the following composition of the Bureau:

(a) **Transport sector**: Mr. V. Donchenko (Russian Federation); Mr. Julien Fernandez (France); and Mr. M. Rinderknecht (Switzerland);

(b) **Health sector**: Mr. M. Kochubovski (the former Yugoslav Republic of Macedonia); Ms. V. Ronning (Norway); and Mr. I. Salaru (Republic of Moldova);

(c) **Environment sector**: Ms. B. Filipovic (Serbia); Mr. R. Thaler (Austria); and Ms. N. Tkhilava (Georgia).

14. Considering that according to THE PEP rules of procedure the Bureau might consist of up to 15 members, the Chair invited member States to nominate additional Bureau members.

15. The Committee adopted the report of its fourteenth session (Geneva, 7–9 November 2016) and the report of the thirtieth meeting of the Bureau (Geneva, 9 November 2016) (ECE/AC.21/SC/2016/2–EUPCR1612201/4.1/SC14/2), together with the report of the thirty-first meeting of the Bureau (Copenhagen, 4–5 July 2017) (informal document No. 1).

16. The Bureau's thirty-second meeting was held back-to-back with the Committee session, on 8 November 2017 (see Annex).

[2] Information about the meeting, including a list of participants and meeting documentation, is available on the meeting web page: thepep.unece.org/events/15th-session-pep-steering-committee-geneva

II. Outcome of the Transport, Health and Environment Pan-European Programme 2017 Symposium

17. As agreed at its seventh session in 2009, the Steering Committee held a half-day symposium intended to stimulate debate on relevant issues involving the three sectors of THE PEP. THE PEP 2017 Symposium, "Managing sustainable mobility and promoting a more efficient transport system: innovation and policy convergence as enablers of green and healthy transport", focused on THE PEP Priority Goal 2 (to manage sustainable mobility and promote a more efficient transport system). It consisted of two keynote addresses, statements from panellists and a moderated discussion.

18. A concept note prepared by the secretariat in cooperation with the Bureau outlined the main issues to be addressed during the 2017 Symposium (ECE/AC.21/SC/2017/3–EUPCR1612201/4.4/SC15/3).

19. Participants highlighted challenges and successes of policies promoting sustainable urban mobility. Keynote speakers and panellists tackled how integrated policies in transport, health and the environment could ensure affordable and accessible mobility by using intelligent transport systems, information and communication technologies and smart management and incentive systems.

20. The keynote addresses were delivered by Mr. P. Jones, Professor of Transport and Sustainable Development (University College London, United Kingdom of Great Britain and Northern Ireland), and by Mr. R. Thaler, President of the European Platform on Mobility Management (Austria). The panellists were Mr. M. Bösch, Environment and Sustainability Management Consultant at Swiss Federal Railways (Switzerland); Mr. I. Cre Deputy Director, Polis Network (Belgium); Ms. I. Ehrnleitner, Ministry of Transport Mobility Project Management "klimaaktiv mobil" (Austria); Mr. J. Hegarty, Energy measuring project manager Swiss Federal Railways (Switzerland); Ms. S. Kahlmeier, Coordinator for the Supporting Policy and Action for Active Environments (SPAcE)[3] project, Deputy Head, Physical activity and health, University of Zurich (Switzerland); and Mr. G. Liguori, Public Transport Manager Bologna Authority (Italy). Discussions were moderated by Mr. F. Apfel, World Health Communication Associates (United Kingdom).

21. The Symposium addressed several specific questions (see sections A–C below).[4]

A. How can policies advance sustainable transport?

22. The first keynote speaker identified four stages of urban mobility policy: car-centric, bringing traffic growth leading to congestion and pollution; people-centric, focusing more on efficient, greener public transport and parking controls; liveable cities, in which activity and participation are put first and transport is a means to an end; and smart cities, which are integrated and technologically savvy. The concept of transport had consequently moved from moving only, to space-making to, more recently, recognizing transport's impact on health.

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[3] The Supporting Policy and Action for Active Environments (SPAcE) is a collaborative three year project co-funded by the Erasmus+ Programme. SPAcE aims to integrate active transport programmes (i.e. walking to school, cycle to work schemes, etc.) into public policy in five implementation sites across the European Union through the development of an Urban Active Environment Action Plan with a focus on creating environments to support physical activity.

[4] A programme for the Symposium listing all the speakers and their presentations is available on the meeting web page.

23. The second keynote speaker stressed that mobility management was not only an issue for authorities at the local level. Evidence showed that the issue has impacts at the national and international levels. Traffic issues at the local level largely contributed to global air pollution: 20 per cent of greenhouse gas emissions in countries of the European Union were caused by transport, of which 90 per cent was road related. Examples around the region proved that mobility management is possible. The approach taken by the European Platform on Mobility Management included promoting the right policy mix to tackle transport and pollution issues. The approach was based on four slogans: plan big, think big, act on it, and do it together. The priority policy areas identified included decarbonization, electrification and digitalization.

24. The panellists noted the importance of: producing policies together with relevant stakeholders, including citizens; supporting the integration of active transport programmes into public policy; linking cities and regions to share ideas, introducing innovations and supporting Sustainable Urban Mobility Plans; providing financial support for a wide range of community-based initiatives from education to certification; and promoting public-private partnership agreements on financial incentives to buy sustainable options (e.g. the Austrian programme supporting electric cars, bikes, etc.).

B. How can technological innovations advance sustainable transport?

25. Keynote speakers and panellists identified a range of technological innovations that could advance sustainable transport including: web-based tools to support analysis and optimization of mobility planning for companies and communities; nudging and gamification approaches to reinforce good mobility behaviours (e.g. voucher incentives in Bologna led to a 76 per cent reduction in car use); use of energy meters to track efficiency; and pilot projects demonstrating the effectiveness of new technologies, for example, driverless buses.

26. The two keynote speakers identified a risk of new technology as possibly shifting policy back to the one-person-per-vehicle model, especially if autonomous cars would be considered as public transport in the future. Continuing the consideration of autonomous driving, panellists noted that some tasks may require judgements too complex for technology (e.g., driverless trains in Swiss Federal systems). Another risk could be financial viability sustainability; some innovation projects funded by the European Union proved not to be financially sustainable, after the initial funding stopped.

C. What research and action areas can be usefully addressed by Transport, Health and Environment Pan-European Programme?

27. Keynote speakers and panellists identified the following areas that THE PEP could address:

(a) On substantial matters: electrification, digitalization, and the elaboration of a shared vision;

(b) On enablers and ways to present and promote THE PEP work: the identification of potential funding sources, building an economic case, management guidance, and production of guidance material;

(c) Production of guidance material.

28. The Steering Committee took note of the report on the Symposium and observed that:

(a) THE PEP should support the promotion of changes in behaviour, while paying attention to possible perverse effects. For example, car-sharing systems are used increasingly, but if a very large number of travellers would car-share there could nonetheless be a net increase in road traffic;

(b) Incentives are an important element to promote behaviour change;

(c) There should be a greater effort to involve the public in activities that promote behaviour change.

29. The Committee thanked the moderator, the presenters and the delegates for their interventions. It decided that the Symposium in 2018 would tackle Priority Goal 3 — to reduce emissions of transport-related greenhouse gasses, air pollution and noise.

III. Initial discussions on the preparations for the Fifth High-level Meeting on Transport, Health and Environment

30. The secretariat presented a draft concept note for the Fifth High-level Meeting (informal document No. 2). The delegate from Austria announced that the High-level Meeting would be held in Vienna in autumn 2019.

31. The members of the Steering Committee discussed the content of the document and made the following observations:

(a) Involving high-level representatives of ministries connected to THE PEP would be important to ensure commitment to future work;

(b) Securing high-level attendance would also depend on the theme of the High-level Meeting. As such, the theme should address mobility broadly;

(c) The High-level Meeting should aim at securing a prominent role for THE PEP also in processes led by programmes of the United Nations and member States;

(d) One of the outcomes of the meeting should be the adoption of the pan-European masterplan for cycling promotion, presented for the first time at the meeting of the Committee, while still under development;

(e) The meeting should also attract international financial institutions, as important stakeholders in implementing THE PEP policies and the pan-European masterplan on cycling promotion;

(f) The Priority Goals should be reviewed. If needed, they could be modified and/or new goals could be added;

(g) The connection between THE PEP and the 2030 Agenda should be one of the themes of the High-level Meeting and one of the elements of the final declaration;

(h) The Meeting should involve cities and authorities at local level already at the preparatory stage. Issues related to Priority Goal 5, in particular, would benefit from such engagement.

32. The meeting also discussed what could be the political outcomes of the High-level Meeting. The delegates from France referred to the content of an informal note on suggestions for amendments to the Vienna Conventions (informal document No. 13) and invited the members of the Committee to consider proposing amendments to the 1968 Vienna Convention on Road Traffic, in particular to articles 7.1, 17.1, and 19 to 22. The rationale of the proposal was to update the Convention to reflect current road usage.

33. The secretariat informed the Committee about the follow-up to THE PEP/CEREMA study on road signs and signals for pedestrians and cyclists. The Group of Experts on Road Signs and Signals of the ECE Global Forum for Road Traffic Safety (WP.1), at its eleventh session on 29–30 May 2017 (ECE/TRANS/WP.1/GE.2/22, para. 15), recommended that specific proposals for amendments of the Vienna Conventions be submitted to WP.1 or its Group of Experts for consideration by contracting parties, as they are the only ones who can take decisions on amendments. The Steering Committee agreed that negotiating amendments to the Vienna Conventions would be an element to attract high-level attendance. At the same time, member States were aware that negotiating amendments before the Fifth High-level Meeting would not be feasible. They concluded that an important potential outcome of the High-level Meeting could be a call to contracting parties to initiate such a revision, which could be completed by the Sixth High-level Meeting.

34. The representative of the Russian Federation presented an official proposal to prepare a manual on best practices of sustainable urban transport planning as one of the key documents for the Fifth High-level Meeting in the framework of activities related to Priority Goal 5. The Russian Federation expressed its intention to finance proper preparatory work.

35. The representative of the European Environment and Health Youth Coalition presented suggestions for involving youth in the High-level Meeting. The Committee expressed appreciation for the initiative and requested the members of the European Environment and Health Youth Coalition to submit to the next meeting of the Extended Bureau of the Steering Committee in writing a proposal with the options, which would ideally also reflect the discussion at the Committee.

36. The members of the Committee took note that the draft version of the pan-European masterplan for cycling promotion was to be re-formulated to include comments from the Russian Federation. The new draft could be discussed during a meeting of the Partnership on cycling, which could take place in February 2018 in the Russian Federation, for example in the margins of the Winter Cycling Congress, to be held in Moscow from 8–11 February 2018. The Committee requested the Russian Federation to provide comments to the Partnership's leaders and to confirm its availability to host the meeting in February.

37. Furthermore, the Committee:

(a) Requested the secretariat to update the draft concept note for the Fifth High-level Meeting, reflecting the Committee's discussions, and circulate it among the members of the Committee before the next meeting of the Extended Bureau;

(b) Decided to explore with the assistance of the secretariat previous examples of amendments to the 1968 Vienna Conventions, including their European Supplements, in preparation for the Fifth High-level Meeting.

38. The delegate from Austria announced that Vienna could host the next meeting of the Extended Bureau. The meeting could take place in the period between 9 and 11 July 2018, back-to-back with a meeting to prepare an informal meeting of the European Union Council of Transport and Environment Ministries. This could increase the presence of European Union countries currently not participating in the Committee.

39. The Committee welcomed the invitation. Furthermore, it:

(a) Encouraged Bureau members to attend relay race workshops in 2018 so that they could take advantage of additional opportunities to meet and discuss the preparations for the High-level Meeting;

(b) Invited the Bureau to consider organizing an additional meeting in autumn 2018, should it be needed, before the sixteenth session of the Steering Committee.

IV. Implementing the Paris Declaration

40. The Committee was informed about the progress in the framework of the implementation mechanism: national transport, health and environment action plans; THE PEP relay race; THE PEP Partnerships; and THE PEP Academy.

A. National transport, health and environment action plans

41. The representative of Serbia, with the support of the secretariat, reported on a meeting on the national transport health and environment action plan held in Belgrade on 2 March 2017. The meeting was possible thanks to financial support from Switzerland and in-kind contributions from Austria, France, Serbia and Switzerland.

42. The conclusions of the meeting allowed Serbia to take the following decisions:

(a) To assign to the Ministry of Environment the leading role to coordinate activities related to the national action plan on transport, health and environment;

(b) To start creating an action plan at the regional level as a pilot exercise.

43. Serbia reported that a working group responsible for the action plan had already been established.

44. Representatives of France reiterated the invitation to representatives of Serbia to visit Paris and understand how France had developed and implemented its national action plan on transport, health and environment.

45. The delegates from the former Yugoslav Republic of Macedonia expressed the intention of their country to explore the possibility to create a national action plan on transport, health and environment at the city level, in the capital.

46. The Committee thanked the representative of Serbia for the report and the donor and supporting countries for their cooperation. It commended the Ministry of Environment of Serbia for having decided to take the lead in this undertaking. It requested the delegates from Serbia and the other member States interested in developing national action plan on transport, health and environment to report to the next meetings of the Committee.

B. THE PEP relay race

47. The German delegation reported on the results of a relay race workshop in Mannheim (Germany) entitled "Cycling and Walking Make THE (Transport, Health and Environment) link" (informal document No 4). The relay race was part of the International Cycling Conference (Mannheim, 19–21 September 2017) organized to mark the bicentenary of the invention of a prototype of the bicycle. The International Cycling Conference included also the final conference of the PASTA (Physical Activity through Sustainable Transport Approaches) project, supported by the European Commission Seventh Framework Programme of Research.

48. More than 200 participants attended THE PEP workshop. They represented: transport, health and environment sectors from national and city levels; researchers; and practitioners and civil society from the pan-European region and beyond. Through interactive sessions, presentations and lively discussions, the workshop highlighted the important links between transport planning, health care, environmental quality, economic and business development, as well as social issues.

49. The Committee thanked the German representative for the presentation and commended the country and the city of Mannheim for the generous hospitality and for organizing the events. It also recommended to member States to continue organizing relay races and sharing good practices.

50. The Committee decided not to hear updates from previous relay races workshops in the interests of time.

51. The representative of the Republic of Moldova informed the Committee that the possibility of holding a relay race workshop in the country in 2018 was being explored. He would further update the Bureau on the feasibility. The representative of the Russian Federation announced the possibility to organize workshops on issues related to urban transport sustainability in the summer or autumn 2018 and proposed to member States to consider having such activities as relay race workshops. He would also further update the Bureau on the feasibility. The secretariat informed the Committee that Scotland (United Kingdom) was considering the possibility of hosting a relay race workshop.

52. The Committee requested the secretariat to liaise with member States to organize relay races in 2018, in consultation with the Bureau.

53. The Chair concluded by thanking the presenters and reconfirmed that relay races should be organized independently by member States and not increase the workload of the secretariat. He also proposed to further discuss the issue of the use of secretariat resources for the organization of relay races at one of the Bureau meetings.

C. THE PEP Partnerships

54. The Chair recalled that, at its fourteenth session, the Committee had adopted revised terms of reference for THE PEP Partnerships (ECE/AC.21/SC/2016/6–EUPCR1612201/4.1/SC14/6). As a consequence, all existing Partnerships were requested to submit a Partnership description form to the Committee for approval.

55. The Committee approved the Partnership descriptions, as presented by the secretariat (informal document No. 8).

56. The Committee also:

(a) Mandated the secretariat to prepare a publication on THE PEP Partnerships for their engagement and support to be launched at the High-level Meeting in 2019;

(b) Invited members of the Partnerships to consider how the platform provided by the new website could be used to advertise activities under the Partnerships.

57. The Chair invited representatives of member States and international organizations, responsible for the Partnerships, to provide updates on progress.

1. Partnership on cycling

58. The representatives of Austria and France provided updates on the Partnership on cycling. The representatives of 25 member States members of the Partnership and representatives of international and non-governmental organizations had elaborated a draft of the pan-European masterplan for cycling promotion (informal document No 5), as mandated by the Paris Declaration. The representative of Austria presented the current draft of the Masterplan addressing 10 topics and including 30 recommendations.

59. The Committee welcomed the work of the Partnership. Specific interventions were made:

(a) The representative of the Russian Federation informed the Committee that his country would have problems with a decision on the masterplan in its current form. Representatives of the Ministry of Transport would forward specific comments to the Partnership coordinators. Furthermore, the Russian Federation announced the development of a national strategy on cycling;

(b) The coordinators of the Partnership on cycling welcomed the intention of the Russian Federation to provide inputs to the masterplan, including their experiences on cycling promotion;

(c) The representative of the European Cycling Federation (ECF) supported the draft masterplan. Furthermore, he announced that the Union Cycliste Internationale would join the ECF in forwarding the masterplan through the national cycling federations.

60. The Committee thanked the representatives of Austria and France and, through them, the members of the Partnership for the draft masterplan. It further requested the Russian Federation to send to the Partnership its comments as soon as possible to allow the next Extended Bureau meeting to asses a new draft.

61. The Committee requested the members of the Partnership to:

(a) Prepare a new draft that would take into consideration specific comments from the Russian Federation. The new draft needed to be ready before the next meeting of the Extended Bureau in summer 2018;

(b) Finalize the masterplan by the end of 2018 to allow member States to start internal consultations, in view of the High-level Meeting in autumn 2019;

(c) Prepare, in parallel, a short document on the main political messages of the draft masterplan. The political messages would then be part of the draft declaration to be considered with a view to adoption at the High-level Meeting. The secretariat was mandated to provide the document in the three official languages of ECE before the Steering Committee meeting in 2018.

62. The representative of the Russian Federation informed the Committee of the possibility of hosting a meeting of the Partnership on cycling in Moscow in February 2018, back-to-back with the Winter Cycling Congress, was being explored at that time. This could be an opportunity for the members of the Partnership to discuss the initiatives on cycling promotion by the Russian Federation and how to integrate them in the draft masterplan.

2. Partnership on health economic assessment

63. The secretariat updated the Committee about the Partnership on health economic assessment for walking and cycling,[5] developed for transport and urban planners to integrate health considerations into economic analyses. The Partnership developed the Health Economic Assessment Tool to provide data to demonstrate how investing in active transport systems could bring health and economic benefits.

64. The Partnership had developed new modules to consider the health effects of road crashes and air pollution along with those of physical activity on mortality and the effects on carbon emissions resulting from modal shifts towards cycling and walking. The new modules had been developed thanks to a project funded by the European Commission: the Physical Activity Through Sustainable Transport Approaches (PASTA). Members of the

[5] See www.heatwalkingcycling.org.

Partnership were organizing webinars on the functioning of the new modules, including in collaboration with ECF.

65. The Committee welcomed the new modules and the demonstration of the tool, and recommended its use.

3. Partnership on eco-driving

66. The Committee entrusted the Bureau to deal with this agenda item in the interest of time.

4. Partnership on environmentally healthy mobility in leisure and tourism

67. The representative of Austria reported on the Partnership on environmentally healthy mobility in leisure and tourism (TRANSDANUBE). The aim of this Partnership was to contribute to the development of the Danube region by providing its visitors and inhabitants with climate-friendly, low-carbon and low-emission, multimodal and efficient transport systems and sustainable tourism services. The Partnership launched the "Transdanube.Pearls – Network for Sustainable Mobility along the Danube" in March 2017.

5. Partnership on jobs in green and healthy transport

68. A representative of UNEP (a member of the Partnership) recalled that the second phase of THE PEP Partnership on jobs in green and healthy transport had been concluded. The second phase focused on providing data on green jobs associated with cycling.

69. The secretariat reported on the interest of member States to continue exploring the potential of green transport for job creation. It reported that France provided financial support to start a third phase of study focusing on public transport, in addition to cycling (Informal document no.7).

70. Representatives of the International Labour Organization presented to the Committee a proposal on the methodology for the third phase.

71. The Committee:

(a) Thanked the presenters and welcomed the concept note and the continuation of the study;

(b) Decided to create a steering group to support the identification of the scope of the third phase of the Partnership, bearing in mind cost and time constraints;

(c) Some Committee members suggested that automated driving should also be considered, subject to cost considerations. Other Committee members stressed the importance of maintaining a manageable scope, considering the time constraints and the politically relevant outputs of the project. There was agreement that the inaugural meeting of the Steering Group would provide a platform to review the technical, financial and political aspects of these questions;

(d) Invited member States to express their interest in participating in the steering group for the third phase of this partnership.

72. The representative of France confirmed the interest of her country in the Partnership and invited the steering group to hold its first meeting in Paris at the beginning of 2018.

73. The representatives of Austria, Russian Federation, Switzerland and UNEP announced their interest in being members of the steering group.

74. The Chair thanked the representative of France for the invitation and the participants who had expressed willingness to participate in the work for the third phase.

6. Partnership on the integration of transport, health and environment concerns in spatial and urban planning

75. The French and Russian delegations reported on the Partnership on the integration of transport, health and environment concerns in spatial and urban planning under THE PEP Priority Goal 5.

76. The delegates of the two countries announced the signing of an agreement between the University of Saint-Quentin-en-Yvelines (France), the Moscow Automobile and Road Construction Technical University (Russian Federation) and the Scientific and Research Institute of Motor Transport (Russian Federation). One of the aims of the agreement was to create a cooperative training course on transport and land-use planning that could be part of THE PEP Academy.

77. The Partnership leaders also reported on several events in the Russian Federation on sustainable transport and land-use planning. Some of them would feed into THE PEP Academy.

78. The delegate from the Russian Federation informed the Committee about a proposal to prepare a manual on good/best practices on Goal 5 and to launch it at the High-level meeting in 2019. The secretariat presented a proposal for a publication on Goal 5 that would collect examples of integrated transport and urban planning from across the pan-European region. Representatives of Armenia, Norway and Switzerland supported working on Priority Goal 5.

79. The representative of Kyrgyzstan supported working on Goal 5 and invited the Committee to consider organizing an activity in Central Asia on that topic.

80. The secretariat also invited the Committee to consider links between Goal 5 and the activities under the ECE Protocol on Strategic Environmental Assessment and the ECE Housing and Land Management Committee. The Russian Federation supported links with the Housing and Land Management Committee.

81. The Committee:

(a) Thanked the delegates from France and the Russian Federation for the updates and the proposals for further activities;

(b) Decided to merge the proposals from the Russian Federation and the secretariat;

(c) Asked the Russian Federation to report to the Bureau on the proposed scope of the study that could probably be discussed at a meeting in February 2018, back-to-back with a meeting of the Partnership on cycling;

(d) Mandated the Bureau to take a final decision on the study and publication based on the suggestion from the Partnership's members;

(d) Asked the secretariat to investigate the possibility to hold an activity in Central Asia on Goal 5.

82. The Russian Federation volunteered to take the lead on identifying case studies and good practices for the study and/or publication.

D. THE PEP Academy

83. The Committee entrusted the Bureau to deal with this agenda item in the interest of time.

E. Exploring new tools for the implementation of the Paris Declaration

84. The Committee entrusted the Bureau to deal with this agenda item in the interest of time.

V. Managing THE PEP

A. Monitoring progress on the implementation of THE PEP Goals

85. The Steering Committee asked the secretariat to report on the results of the annual survey among member States. The survey, conducted annually since 2011, providing a general overview of the implementation of THE PEP Priority Goals in the region. In 2017 the secretariat revised the questionnaire to make it more targeted.

86. The secretariat presented the results (informal document No. 14) of the updated questionnaire that had been sent in August 2017 to all member States of the ECE-WHO/Europe region that had at least one THE PEP focal point. Eighteen member States returned completed questionnaires.

87. The main outcome of the review of the questionnaires covered:

(a) Sectors in the lead at the national level. Environment was the lead sector for THE PEP, followed by health. Only two respondents indicated transport and one infrastructure;

(b) Measures taken at the national level. The main actions reported were: coordination between land-use and transport planning; noise reduction from the transport sector; focus on people with disabilities and vulnerable groups; and improving cycling infrastructures;

(c) Issues for THE PEP. Member States observed that (i) the non-binding nature of THE PEP was an obstacle for implementation at the national level; (ii) an enhanced coordination nationally among the different sectors would improve the level of implementation of THE PEP Priority Goals; and (iii) THE PEP needed a financial mechanism to ensure sustainability;

(d) Recommendations for THE PEP. Member States indicated that THE PEP should: (i) strengthen the implementation mechanism and capacity-building efforts; (ii) define a financial support mechanism and promote access to international funding options; and (iii) implement activities for raising awareness and motivation of national authorities.

88. The Committee took note of the survey and discussed its outcomes. It concluded that:

(a) The non-binding nature of THE PEP makes receiving replies to the survey challenging;

(b) THE PEP should focus more on enhancing cooperation between the three sectors;

(c) The transport sector should have more ownership of THE PEP and its Priority Goals.

89. The Committee also considered whether to circulate the results of the survey among the relevant ministries in member States to raise awareness.

90. The Committee decided to continue the practice of sending out questionnaires and requested the secretariat to report on the outcomes at the next meeting of the Committee.

B. Communication strategy

91. The secretariat presented the revised clearing house and the new THE PEP website.

92. The Committee welcomed both instruments and the possibility of linking THE PEP Academy to the new website. It also entrusted the Bureau to discuss the informal document on the communication strategy.

C. THE PEP programme of work for 2017–2018

93. The secretariat presented a detailed programme of work for THE PEP, including activities carried out in 2017 and planned work for 2018 (ECE/AC.21/SC/2017/4–EUPCR1612201/4.1/SC15/4). The Chair invited the Committee to consider and adopt its programme.

94. The Committee reviewed the activities completed in 2017 and adopted its programme of work for 2018. It asked the secretariat to prepare a similar programme of work for 2018–2019. The Committee also requested the secretariat to prepare the agenda, report and up to five background documents, including a concept note for THE PEP Symposium, for its sixteenth session.

D. Financial matters

95. The secretariat informed the Steering Committee about the amount and use of extrabudgetary funds made available to ECE and WHO/Europe in 2016 and 2017 (ECE/AC.21/SC/2017/5–EUPCR1612201/4.1/SC15/5). The secretariat also clarified that:

(a) Data from WHO needed to be updated. When submitting officially the document the secretariat had not yet received the latest contributions from France (10,000 euros), Norway (300,000 Norwegian krones) and Serbia (5,000 euros);

(b) The official document did not include the important in-kind contributions that member States had made available for the implementation of the programme of work, because they cannot easily be expressed in monetary terms. The secretariat wished to express its gratitude to member States for the contributions;

(c) The human resources of the secretariat were being strained and the workload was increasing for the preparation of the High-level Meeting. The Committee asked its members to take this into consideration when assessing their possibilities for financial and in-kind contribution, especially in view of strengthening the human resources available to the secretariat for the preparations for the High-level Meeting in 2019 and the necessary follow-up.

96. The Chair called upon member States to provide adequate resources to THE PEP to fund the work identified in the decisions of the Committee.

97. The Committee thanked the secretariat for the report and requested a similar report for the next meeting of the Committee.

E. Strengthening synergies with other international organizations and processes

98. The Committee entrusted the Bureau to deal with this agenda item.

VI. Other business

99. No other business was raised.

VII. Date and venue of the next session of the Committee and meetings of the Bureau

100. The Steering Committee agreed that its sixteenth session, including THE PEP 2018 Symposium, would be held at the WHO Headquarters in Geneva from 12 to 14 December 2018.

101. To enable discussions on preparations and negotiations on documents for the Fifth High-level Meeting, the Committee decided to extend the duration of its session in 2018 and requested the secretariat to:

(a) Start the meeting with THE PEP 2018 Symposium in the morning of 12 December, followed by the Committee meeting starting on 12 December in the afternoon. The Committee meeting would conclude at the end of the morning of 14 December. The Extended Bureau would meet in the afternoon of 14 December 2018;

(b) Organize open-ended Bureau meetings until the High-level Meeting, as Extended Bureau meetings.

102. The Committee also decided that the next Extended Bureau meeting would be held in July 2018 (date and venue to be determined). The Extended Bureau would meet again and could also hold virtual meetings should this be necessary to prepare the High-level Meeting.

103. The Steering Committee asked the secretariat, in consultation with the Bureau, to produce a report of its fifteenth session.

Annex

Report of the thirty-second meeting of the Bureau

I. Participation and organizational matters

1. The thirty-second meeting of the Bureau of THE PEP Steering Committee was held on 8 November 2017 at the Palais des Nations in Geneva. It was chaired by the Chair of THE PEP Steering Committee and co-chaired by the two Vice-Chairs of the Committee. The following additional members of the Bureau attended the meeting: Ms. Vigdis Ronning (Norway); Ms. Biljana Filipovic (Serbia); Mr. Mihail Kochubovski (the former Yugoslav Republic of Macedonia); and Mr. Matthias Rinderknecht (Switzerland). Representatives of Belarus and Malta, together with another representation of the former Yugoslav Republic of Macedonia, also participated.

2. The joint secretariat was represented by members of the ECE Environment and Sustainable Transport Divisions and WHO/Europe.

II. Initial discussions on the preparations for the Fifth High-level Meeting

3. The Bureau continued the discussion on the preparation for the Fifth High-level Meeting, including:

(a) Modalities and timeline for drafting the outcome document of the Meeting and in particular the declaration. One of the options was to create a drafting group composed of members of the Bureau and representatives of other interested member States;

(b) Topics for the Meeting that could stimulate participation by high-level representatives and a slogan for the meeting. One of the elements considered was the possibility of introducing a legally-binding document on THE PEP.

4. The Bureau also decided that:

(a) Member States would need to negotiate a consolidated, shorter version of the pan-European masterplan for cycling promotion that the Partnership would prepare;

(b) The leaders of the Partnerships should be contacted and invited to contribute to the content of the declaration for the High-level Meeting.

5. The Bureau mandated the secretariat to prepare a timetable on:

(a) Finalization of the masterplan;

(b) Preparation of the draft declaration;

(c) Submission of proposal by the Steering Committee on the themes for the High-level Meeting.

6. The secretariat was also asked to prepare a draft list of elements that could be included in the declaration.

III. Implementing the Paris Declaration

A. THE PEP Partnerships

Partnership on eco-driving

7. The representative of Austria updated the Committee on the latest developments on THE PEP Partnership on eco-driving (informal document No. 6), including the development of eco-driving courses for electric vehicles.

8. The Partnership intended to present "THE PEP guidelines for eco-driving" for adoption at the Fifth High-level Meeting on Transport, Health and Environment. The guidelines were being developed and would include elements for a certification scheme for trainers, a training programme for driving schools and training courses for companies and private drivers. The guidelines would also include elements for locomotive drivers.

9. In addition, the Partnership planned to hold a workshop in Vienna in 2018, during which the guidelines could be finalized.

10. The representative of Switzerland informed the Bureau that information on good practices in eco-driving in his country would be provided to the Partnership.

11. The Bureau:

(a) Thanked the representative of Austria for the report;

(b) Welcomed the proposal by Switzerland to provide additional information to the Partnership that could feed into the guidelines under development;

(c) Invited other member States to contact the secretariat should they be interested in contributing to the guidelines or attending the workshop in Vienna;

(d) Considered the need to further discuss THE PEP visibility in eco-driving training opportunities – especially whether delivering a THE PEP certificate – while balancing this with legal considerations on the use of THE PEP logo.

B. THE PEP Academy

12. The Chair recalled that at the Fourth High-level Meeting member States had established THE PEP Academy. The Academy was to serve as a platform to strengthen capacities for integrating transport, health and environment and spatial planning, facilitating the uptake of new knowledge.

13. The secretariat presented activities of THE PEP Academy and a workplan for 2018 (informal document No. 11). The workplan included a number of events and actions on which the Russian Federation had reported to the Committee under the Partnership on Goal 5 and the secretariat had reported under the Partnership on health economic assessment.

14. The secretariat also reported that the planned "THE PEP Summer School" could not be implemented due to a lack of financial and human resources.

15. The Steering Committee:

(a) Thanked the secretariat for the report;

(b) Adopted the workplan for the Academy.

C. Exploring new tools for the implementation of the Paris Declaration

16. The secretariat presented updates on the For Future Inland Transport Systems (ForFITS), including preliminary results of the ForFITS study on Mannheim, as part of THE PEP Relay Race and highlighted that, to make it more user-friendly, the system would require more resources. The Bureau welcomed the presentation and invited the Committee to consider extending its support to further develop the tool, in light of its contribution to high-priority objectives of climate change mitigation and the considerable potential for improvement by the transport sector.

17. The secretariat presented an outline of a publication on the links between the 2030 Agenda and THE PEP. The Bureau welcomed the publication. It also agreed to provide feedback on the final version and to provide to the secretariat specific examples from the countries represented in the Bureau.

IV. Managing THE PEP

Communication Strategy

18. The secretariat summarized the publications under preparation, as mentioned during the meetings of the Steering Committee and of the Bureau.

19. The secretariat presented a list of proposed communication opportunities for THE PEP in 2018 (informal document No. 16). The communication events could provide potential opportunities for highlighting THE PEP, its activities and its tools at the international level in 2018.

V. Strengthening synergies with other international organizations and processes

20. The secretariat informed the Bureau about the outcomes of the Sixth Ministerial Conference on Environment and Health (Ostrava, Czechia, 13–15 June 2017) and the specific reference that the outcome documents made to THE PEP. THE PEP was identified as one of the instruments that member States could use to implement the Ostrava Ministerial Declaration. Additionally, the Chair of THE PEP was invited to be one of the members of the Task Force of the European Environment and Health Process.

21. The Bureau also heard a report on THE PEP side event held on 14 June 2017, during the Ministerial Conference.

22. The Chair invited the Bureau to consider strengthening the cooperation with the International Transport Forum, especially considering the technical projects that it supports.

23. The Bureau member from Serbia informed the Bureau that her country would attend the Western Balkans Ministerial Conference on Environment and Climate Change (Bonn, Germany, 17 November 2017), organized by the Regional Cooperation Council at the margins of the twenty-third meeting of the Conference of the Parties to the United Nations Framework Convention on Climate Change. She suggested that reference to THE PEP could be included in the statement to be made by Serbia at the Ministerial Conference.

VI. Next meeting of the Bureau

24. The Bureau agreed that its thirty-third meeting would take place in July 2018. The dates and venue of the meeting were to be further discussed.